

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,310 號壹百叁千叁萬壹第 日叁十月玖年六十二緒光 HONGKONG, MONDAY, NOVEMBER 5th, 1900. 壹拜禮 號伍月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED, CONFECTIONERS, HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

CUTLER, PALMER AND CO. WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

NAPIER JOHNSTON'S

SQUARE BOTTLE WHISKY The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for—LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned. Fine Old HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central. Hongkong, 26th July, 1897.

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TIME TABLE. WEEK DAYS. 7.30 a.m. to 8.30 a.m. Every quarter of an hour. 8.30 a.m. to 9.30 a.m. Every ten minutes.

11.30 a.m. to 1.30 p.m. Every quarter of an hour. 1.30 p.m. to 3.30 p.m. Every quarter of an hour. 3.30 p.m. to 5.30 p.m. Every quarter of an hour. 5.30 p.m. to 6.30 p.m. Every ten minutes.

NIGHT CARS at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS.

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JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st May 1899.

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THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLIE" CYCLES, and we also supply fitting of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

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Ship only the Finest Quality Extra Dry (Green Seal).

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Hongkong, 17th May 1895.

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PORTLAND CEMENT.

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Telephone 75.

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CUTLER, PALMER & CO. ESTABLISHED IN LONDON IN 1815. SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, \$22.50 PER DOZ. Distinguished by 4 Stars on the label.

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BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ. VERY SOFT, PALATABLE, and mature.

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China's Open Door, an Historical Sketch, by Rounselle Wildman, Illustrated 3.50

La Chine Qui S'ouvre, by René Pinon and Jean de Marillac, Avec Carte de L'Extrême-Orient, Plans de Changhaï et Hongkong 2.00

The Story of South Africa, by W. Basil Woodford 1.00

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Views of Hongkong AND CHINESE SCENES.

The Mail of Nov. 14 due in London, Dec. 12th.

" " 19 " " 19th.

" " 24 " " 23rd.

" " " " 30th.

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AERATED WATERS.

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SARSAPARILLA. GINGER ALE.

TONIC WATER. RASPBERRYADE.

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CIGARS, TOBACCO, CIGARETTES, BRIAR PAPES (Large Variety), &c.

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THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH and GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO., LD.

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FOREIGN and COLONIAL STAMP DEALER.

No. 37, CANNON ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent Discount Allowed. [1898]

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GIVE US A CALL. Hongkong, 2nd November, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the BRITISH LIFE OFFICES.

Funds exceed Nine Millions Sterling.

Annual Revenue over One Millions One Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 9th November, 1900. [1-1893]

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 58.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899.

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(Established 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1919]

VICTORIA HOTEL.

SHAMEN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat boards all Steamers on their arrival and departure.

Telegraphic address "VICTORIA, Canton."

A. B. C. and A. C. C. used.

MADAR & FARMER, T. F. DA CRUZ, Proprietors.

Hongkong, 16th November, 1899.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

CONFECTIONERY.

SHIPMENTS FOR THE NEW SEASON
HAVE ARRIVED.

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Confections of all kinds, from simple
articles to the FINEST and MOST
DELICATE productions of the best firms
in Europe.

CADBURY'S CHOCOLATES

IN ALL VARIETIES.

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Jordan Almonds. Smyrna Rahat,
Vanilla Pralines. Montelimart Mongat.
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Fondants Fourrés. Chocolatines.
Marzipan. Mongatines.
Apricotines. Fondants.

Fried Pralines, &c., &c., &c.

ALSO

CHRISTMAS
AND
NEW YEAR CARDS
IN GREAT VARIETY.A. S. WATSON & CO.
LIMITED,

HONGKONG DISPENSARY. [29]

MARRIAGE.

At No. 1a, Nanking Road, Shanghai, on the
31st October, at 8.30 p.m., in the presence of the
U. S. Vice-Consul, Dr. J. R. Hykes, by Rev. J. L.
Stewart, assisted by Dr. Henry M. Woods, Rev.
Lact L. Little to Miss ELZA C. DAVIDSON.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 4th, 1900

The action of the Allies in the north which is reported by our London telegram is, it is to be presumed, part of the general plan of operations under Count von WALTHER'S command. What that general plan is, we have no means as yet of knowing; but it is plain that it includes a forward movement of a more extensive character than was at first anticipated, outside military circles at least. The operations in Southern Chihli have resulted in the practical clearance of the Boxers and disbanded troops from the environment of Pootungfu, and it appears that the Germans and British at least, if not any other of the allied forces, have pushed on rapidly toward the Chihli-Shansi frontier. Finding the Chinese holding the Tschingking Pass, the Anglo-German contingent proceeded to carry that pass, the necessary flanking movements being entrusted to the Bengal Infantry. This advance is in logical accordance with the warning given that hostilities cannot cease until China gives the Powers the necessary satisfaction. This is precisely what the Imperial Government delays doing. Various conflicting edicts have been issued, some going half way to meet the wishes of the Powers, others defiant; and plainly there is no unity of sentiment yet at the Court nor honest intention on the part of the majority to give reparation for the crimes committed against foreigners. The Emperor can at present have little voice in the matter of Decrees, and if Prince Tuan has actually fled to Mongolia, we may perhaps be right in assuming that the Emperor's Dowager the main control—if such it can be called—of affairs at Court. While this dishonest and vacillating policy continues, the Allies have no option but to prosecute hostilities with all possible vigour before the winter sets in. Shang-

hai rumours suggest that there is a want of unity once more among the Powers and that several nations are disregarding Count von WALTHER'S commands. It seems, however, that Great Britain is acting loyally in the spirit of the compact and the battle on the Shansi frontier confirms this idea. The full story of the capture of Pootungfu is not yet to hand. The Tientsin correspondent of the North China Daily News telegraphed on the 30th ult.:—"The column 'is returning from Pootungfu. The French 'action has entirely subverted the plans of 'the Allies. The British will not stay at 'Pootungfu. One third of the German 'force will probably occupy the city with 'the French." Later he modified this statement, saying that news direct from Pootungfu threw a more favourable light on the situation, and that the British were represented in the occupation of the town. The facts of the case we shall probably hear some day, though we may have to wait for the home papers for the information, as has been the case more than once during the present crisis. To a certain extent we cannot complain of the suppression of news, when, as so often happened in South Africa, it is impolitic to allow plans and movements to become public property before they are beyond the danger of frustration. The ignorance in which we are kept is unfortunately none the less tantalising for this. As items of news come to hand, bit by bit, we begin to have some idea of what is going on and even of the course which events may take. So now we are at liberty to think that the forward policy will continue as long as possible until the Chinese Government desists from its present line of conduct and shows a genuine desire for peace, which must be evidenced not by mere protestations but by the actual surrender of the arch-criminals, which the Powers demand as an earnest of that desire. Hitherto the obvious intention of the Court has been to pretend anxiety to give satisfaction while by various ruses the escape of the guilty parties has been contrived. If Prince Tuan is now out of reach, and two or three of his worst associates "officially dead," it will be practically impossible to secure their persons. But it is not impossible that they should be proscribed and all their honours, and what will affect them more, all their property taken from them. This latter item may well go toward the indemnity which China will have to pay when the settlement at length comes. It will be noticed that native official reports of the demands of the Foreign Powers put the indemnity at four hundred million taels, to be paid off in instalments in the space of sixty years. We refrain from comment on the terms of these reported demands, as there is no confirmation of them from non-Chinese sources; but it may be noted that though Prince Tuan's perpetual imprisonment is stipulated in others nothing is said of the punishment of others almost as guilty. If it be thought that such punishment is assumed as a preliminary to peace, we may well ask, Why then is Prince Tuan's execution not to be a preliminary, since he is the worst offender? There are many other points in the demands which would invite criticism, were the authenticity of the document guaranteed. It is clearly waste of time to discuss them without this guarantee. But we hope that the actual demands will differ in many particulars from those which appear in the Chinese version.

Major William B. Schofield, U. S. Volunteers, at present at Manila, has been appointed additional paymaster with the Peking Field Force.

A football match played at the Happy Valley on Saturday between teams of H.M.S. Tamar and H.M.S. Argonaut (gun-boat) resulted in a win for the former by one goal to nil.

On Saturday morning the Fire Brigade was turned out to a fire at No. 143, Des Vœux road, an earthenware shop. They found some woodwork in the kitchen ablaze but soon extinguished the flames.

To-day at 4.30 p.m. the Hongkong Football Club play a match against the Royal Welsh Fusiliers, company not specified. The entries for the Challenge Shield competition, we are informed, will close on the 15th prox. With the return of the R. W. F. a good season will be anticipated.

According to Mr. Acting Consul J. Stewart Black's report on the trade of Ohiengmal for last year, the imports from Yunnan were estimated at about 600 mule loads. The number of mules engaged in this trade in 1899 was reckoned at about 1,000. The principal merchandise imported is opium, native lates, beeswax, silks, and fur jackets, but the total value of the whole trade does not exceed £12,000.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—

Chuen On Fire Insurance Co. Ltd.	\$25
Man On Marine	" 25
Tung On Fire	" 10
Mak Lai Tung	" 10
Kwang Tung Yuen	" 5
Kwang Wo Yuen	" 5
Kwan Wo Lung	" 5
Sums under \$5	43

Amont the late shipment of horses at San Francisco for the German Government the S.F. Call says:—A great deal has been written about the quick despatch given the German transport *Samoa*. It took two days to put 650 horses aboard her. In four hours 733 horses were put aboard the United States transport *Strathgyle*. The *Strathgyle* is the best fitted out horse transport in the world, and the *Samoa* is away behind her both in her electric fittings and appliances for the comfort of the animals.

Accompanying the announcement of Mr. Winston Churchill's success in his parliamentary candidature, comes another and much greater success in life. He has won the hand of Miss Muriel Wilson, the youngest daughter of Arthur Wilson, master of Tranby Croft, where the Prince of Wales and Sir William Gordon-Cumming played the bacarat that shocked British society a few years ago. Miss Wilson is called the best amateur actress in England, and according to a London paper, is tall and stately, with a figure superb and striking.

A gang of "beachcombers" of different nationalities, numbering eleven, stowed away on board the s.s. *Arab* while she was in Kobe last month. They managed to hide themselves in the after-hold till the pilots had left the ship, and then came on deck. It was then impossible to put them ashore, and the only remedy left was to make them work their passage to Manila, where, on arrival, they were handed over to the police. According to what their leader informed a *Manila Times* reporter last Tuesday they had plenty of work to do, but complained that the food given them was both insufficient in quantity and bad in quality. They were under the impression that as they had worked their passage across, they had paid for their trip. They were doomed to disappointment, however, adds the *Times*, and will appear before Judge Whitsett to answer a charge of stowing away, thus depriving the *Arab* of the passage money due in the ordinary manner; they seem to be of opinion that they are entitled to some consideration in view of the hard work entailed in looking after horses which were also shipped on the transport.

Captain Hixson, R. N. who had command of the *Salamis* with the Australian contingent to China, and who was compelled to give over command to Captain Gillespie R. N. in consequence of ill-health, has returned to Sydney where he has been airing his opinions about Hongkong to a representative of the *Sydney Mail*. In the first place he says that Hongkong in the summer time is one of the hottest places on earth. As a port, its trade is immense, and when the *Salamis* was there, in addition to a navy of merchant vessels, warships were arriving and departing every day. The utmost haste was exhibited by all callers, states Captain Hixson, and directly every thing needed was aboard the *Salamis*, she steamed away full speed for the seat of war. Of course the presence, even for so short a time, of many foreign officers of distinction caused a good deal of excitement. Captain Hixson found that in the courtesies which were incidental to the time he was by no means overlooked. He was hospitably received by the Governor, Sir Henry Blake, and most kindly entertained by Commodore Powell, R.N. Naval officer in charge at Hongkong, who will be remembered in Sydney, years ago, as first-lieutenant of the *Nelson*, under Commodore Erskine. By invitation, Captain Hixson stayed at the Commodore's house on the heights, "Hongkong is a stirring place," the Captain declares. "To see the tremendous air of its population, note the varied hums of the place, and then realise that 300,000 people of whom 10,000 are Europeans, make the port their headquarters, suggests that it is hardly credible, as is the fact, that 50 years ago the locality was occupied by only a few fishermen."

A Decree was published in the French Journal *Officiel* of the 30th August, extending the application of the Minimum Tariff to colonial produce provisionally until the 31st December next.

The transport *Hancock* arrived at Manila last Monday afternoon after a twenty-one days actual steaming time from San Francisco. That is said to be a record passage across the Pacific to the Philippines. The *Hancock* brought over twelve hundred coloured troops, and \$1,253,000 in gold coin for the pay of the military in Manila.

A London telegram of September 28th says: William K. Vanderbilt has given a cheque for \$500,000 (gold) to his daughter, the Duchess of Marlborough. The gift is in the nature of a thank-offering for the Duke of Marlborough's safe return from the war in South Africa. The Duchess, accompanied by the Duke, is now in Paris investing the money in antique furniture and decorative articles for the house now building for her in Mayfair. Further honours are in store for the Duke. He is said to be selected for appointment as Lord Lieutenant, or Viceroy of Ireland, in place of Earl Cadogan, who will retire after the general elections just completed. The Viceroy of Ireland has a salary of £2,000 a year, two residences and allowances for equippage. But it takes £20,000 a year more to maintain adequately the dignity of his position.

A Washington despatch says:—The Navy Department this afternoon issued the following statement. In view of the possibility that later, when circumstances so warrant, the land force in China will be materially reduced, the naval force in Asiatic waters will be from time to time increased with reference to American interests in China and also in the Philippines. The following orders have, therefore, been issued to-day: The *Dorchester* at League Island and the *Annapolis* at Norfolk have been ordered to fit out for the Asiatic station. The *Winnington* has been ordered to the Asiatic station, via the Mediterranean, and will be replaced on the South Atlantic station by the *Atlanta*. The *Albatross* at Falmouth has been ordered to Manila. The *Kentucky* has been ordered to New York to fit out for the Asiatic station, while the *Vicksburg* goes to Boston to prepare for the same station.

SHANGHAI AUTUMN MEETING.

THIRD DAY.
Saturday, 3rd November.
1.—THE FLATWAY PLATE. Seven furlongs. Value, Tls. 150. Second Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.
Mr. Destrin's *Set* ... 1.
Mr. G. H. Pott's *Disert King* ... 2.
Mr. J. M. D.'s *Touch-me-not* ... 3.
Time 1.40.

2.—THE RACE CLUB CHALLENGE CUP. One mile and a quarter. Value, Tls. 500. For China Ponies, being *bona fide* Griffins at date of entry. To be won at two consecutive meetings or three times in all by Ponies the *bona fide* property of the same owner or owners. Entrance, Tls. 10. 70 per cent to the First Pony, 20 per cent to the Second Pony, and 10 per cent to the Third Pony, until the Cup is finally won, when the Second Pony will receive 75 per cent and the Third Pony 25 per cent of the Entrance Fees. Weight for inches as per scale.
Mr. Henry Morris's *Netherby* ... 1.
Mr. Duplex's *Compadore* ... 2.
Mr. Mellaw's *Beater* ... 3.
Time 2.53.

3.—THE COMPTON PLATE CUP. One mile and three-quarters. Value, Tls. 200. Second Pony, Tls. 50. If five or more starters. Third Pony Tls. 25. For China Ponies. Weight for inches as per scale. Winners at this Meeting 5 lbs. extra. Unplaced Ponies allowed 5 lbs. Entrance, Tls. 5.
Mr. Elphinstone's *Merrygo* ... 1.
Mr. John Peel's *Thistle* ... 2.
Mr. Buxey's *Rose de France* ... 3.
Time 3.54 1/5.

4.—THE GRAND STAND STAKES. One mile. Value, Tls. 150. Second Pony, Tls. 50. If five or more starters. Third Pony Tls. 25. For China Ponies, being *bona fide* Griffins at date of entry. Weight for inches as per scale. Winners of one Race, 5 lbs. extra, two or more Races, 7 lbs. extra. Entrance, Tls. 5.
Mr. J. M. D.'s *Shell-me-not* ... 1.
Mr. Henry Morris's *Blueberry* ... 2.
Mr. Duplex's *Compadore* ... 3.
Time 2.11 3/5.

5.—THE PARK-MUTUAL CUP. One mile and a half. Value, Tls. 100. added to a Sweep-stake of Tls. 5 each. First Pony to receive 70 per cent. Second Pony 20 per cent. Third Pony 10 per cent. For China Ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Non-starters and Winners at this Meeting, 7 lbs. extra.
Mr. J. H. Lewis's *Bulfinch* ... 1.
Mr. Duplex's *Beater* ... 2.
Mr. Toog's *Yongate* ... 3.
Time 3.19 1/5.

6.—THE MANOR STAKES. One mile and a quarter. Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For China Ponies, being *bona fide* Griffins at date of entry. That have run and not won a Race. Weight for inches as per scale. Entrance, Tls. 5.
Mr. Henry Morris's *Blueberry* ... 1.
Mr. Duplex's *Compadore* ... 2.
Capt. O' Malley's *Avantado* ... 3.
Time 2.48.

7.—THE COMBINATION CUP. Once round. Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For Ponies that have run at this Meeting and not won a Race, and have been entered otherwise than in the Shanghai Stakes. Weight for inches as per scale. Entrance, Tls. 5.
Mr. Waverley's *Tornado* ... 1.
Mr. Four Shaws *Sunshine* (late *Shipjack*) ... 2.
Mr. Bruce Robertson's *Myosotis* ... 3.
Time 2.39 4/5.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE ORISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 4th November, 9.6 p.m.

BLACK FLAGS IN HUNAN—LIU YUNG-FU REFUSES TO RETURN.

Liu Yung-fu has arrived at Changsha, in Hunan, with 3,000 Black Flags. He has received orders from Te Shou, the Manchu Governor of Kwangtung, to return to Canton, where things are critical, but he declines to move without receiving arrears and three months' pay in advance for his troops.

LI'S MEASURES IN CHIHLI.
Li Hung-chang has ordered all military officers in Chihli to return to their posts with all their scattered soldiers and to report directly the summary beheading of all officers who are also Boxers.

SUPPRESSING THE BOXERS.
The head men of the villages are ordered to raise and drill militia to suppress the Boxers and bandits.

London, 2nd November, 9.15 p.m.

DEALING JUSTICE AT PAOTINGFU.
A French despatch states that the International Commission has sentenced to death the Tartar Governor of Paotingfu and a Chinese colonel for the murder of missionaries.

London, 3rd November, 8.40 p.m.

HEAVY FIGHTING ON SHANSI FRONTIER—ENGLISH AND GERMANS STORM A PASS.
Heavy fighting is reported to have occurred on the frontier of Shansi province. An Anglo-German force stormed the Tschingking Pass.

BENGALS IN ACTION.
The Bengal Infantry scaled the heights and turned the flanks of the Chinese army.

THE WAR IN SOUTH AFRICA.
London, 3rd November, 8.40 p.m.

LORD ROBERTS ON THE ARMY—HEROES AND GENTLEMEN.
Lord Roberts's letter to the nation eulogises the conduct of the British army in the South African campaign. They behaved, he says, like heroes and gentlemen. Nothing deserving the name of a crime was brought to his notice throughout the War.

APPEAL AGAINST "TREATING."
He appeals to the public not to welcome the returning soldiers by "treating" them to excess.

LOKD KITCHENER TO TAKE COMMAND.
Lord Kitchener succeeds Lord Roberts on his departure for England.

GENERAL NEWS.
London, 2nd November, 9.15 p.m.

THE NEW MINISTRY.
The forecast previously telegraphed of the new Cabinet is correct.

THE U.S. PRESIDENTIAL ELECTION AND THE FILIPINOS—BRYAN AND AGUINALDO.
Omaha advices received state that the Filipino officers have held a conference, at which they showed a full inclination to accept the amnesty offered by President McKinley and to revoke their orders for further hostilities. Their action, however, was prevented by the reported promises of Mr. Bryan to give the Filipinos independence under U. S. protection, if elected to the Presidency. Aguinaldo insisted that aggressive warfare would aid Bryan's election.

REUTER'S SERVICE.
London, 1st November.

BRITISH SOUTH AFRICA.
It is stated at Durban that the Germans and the Devons will sail for China in a few days. It is believed that Commandant Botha with a strong force is making for the Kenhardt district in Cape Colony, where the irreconcilables are gathering for a new trek.

THE TROUBLE IN THE WEST.
A spontaneous correspondent in Yunnan (says the N.C. Daily News), who has remained unaffected by the panic that drove many officials and missionaries over the borders of their provinces, and the missionaries are not to be blamed, as they acted under orders from their superiors—has sent us some very interesting remarks on the situation in the West of China. In the course of them he refers to the evacuation of Chingking and speaks very highly of the French Consul, M. Bous d'Anty, who did not take part in the evacuation but remained at his post, as we have heretofore recorded, with the Japanese Consul, two Englishmen, a merchant and a missionary, and an American Professor. M. Bous d'Anty, our correspondent says, is a charming man and one of the best Consuls France has in the Far East, which is the more reason why Great Britain should have a strong man at Chingking. For M. Bous d'Anty might be trusted not to lose his very legitimate opportunity to promote French interests, especially during the absence of his British colleagues. Our correspondent adds to what we have written elsewhere on this subject that the British Consul at Chingking is charged with British interests in the whole of Szechuan and Kweichow, and is also the adviser of British Consulates in Yunnan, Tongtuch (Lomien) and Szeam (Szechow). Mr. Litton, Consul at Tientsin and formerly Consul at Chingking, has gone home on sick leave, and until the troubles in North China broke out, the Szeam Consulate was also vacant. In this dilemma Lord Salisbury turned to the Customs for assistance, and the Acting Commissioner at Szeam being apparently a British subject, he was appointed Acting Consul. Mr. F. W. Lury is the gentleman in question, and the temporary appointment seems to be an eminently satisfactory one.

OTHER ITEMS.
The N.C. Daily News has the following item:—Sir Claude Macdonald did not proceed to Shanghai, but was taken from Tientsin to Yokohama in H.M.S. *Bedford*.

Ching Yuen, Tientsin, designate of Shanghai, was still at Tientsin last week waiting for his credentials from the Board of Civil Appointments. He had no intention of going to Hainan for an important audience.

According to a letter received by a native Roman Catholic convert from Tientsin, it is stated that the French Bishop, whose name is given as Pa, who was with a number of his flock besieged at Tschingking by Boxers last summer and subsequently delivered by an allied force, died on the 28th ult. from illness.

A Hainan telegram states that a Chinese has lost the soldiers to summarise the Emperor's message that it will not be right for the Emperor to grant his own dear relations and strongly implies that Prince Tuan should be forgiven and spared.

The Green and Griffiths parties with Miss Gregg and Mr. Brown are all well here, says our contemporary "Christian" correspondent on the 30th ult. Mr. Green's condition is improving. They leave for England in a hospital ship as soon as possible. The sufferings they experienced were terrible.

Sir Walter Hutton has returned from Shanghai to Tientsin.

The Malakoff of Gibraltar has been attached to the staff of General Girdle.

THE ANGLO-GERMAN AGREEMENT.

All American notes cordially accept the two first clauses of the Anglo-German Agreement, but decline to commit itself to the third, which only affects two signatories. The French reply was to the same effect.

THE RECENT BOWDYISM AND CRUSH IN THE STREETS OF LONDON.

There were altogether 4,800 casualties in the streets of London on Monday last.

London, 2nd November.

THE MINISTRY.
The following appointments in the new Ministry are officially announced:—

Lord Salisbury—Premier and Lord of the Privy Seal.
Rt. Hon. C. T. Ritchie—Secretary of State, Home Department.
Lord Lansdowne—Secretary of State, Foreign Department.
Rt. Hon. W. Brodrick—Secretary of State, War Department.

Lord Selborne—First Lord of the Admiralty. With the exception of the *Daily Telegraph*, the appointments evoke no enthusiasm from the Press and commentaries are mostly half hearted. There is much adverse criticism on the selection of Lord Lansdowne as Foreign Minister.

RE-INFOREMENT OF THE CHINA SQUADRON.
The battleship *Glory* has been commissioned at Portsmouth for service in China.

SEIZURE OF KRUGER'S GOLD AT HAMBURG.
£150,000 in gold has been seized on board the steamer *Bundesath* from Delagoa Bay to Hamburg by the authorities, at the instigation of the National Syndicate of mine owners, who hold Kruger's bonds for the output appropriated during the war.

BRITISH SOUTH AFRICA.
The Boers have captured an outpost of 80 men at Genes, and subsequently looted and fired the mail train from Capetown, an armoured train arriving the Boers dispersed.

General Ruddle has occupied Reitz and Bethlehem and General Paget has captured 25,000 cattle at Bonanza River, the biggest haul of the campaign.

THE ORISIS IN CHINA.
LOCAL MOVEMENTS.
The British transport *Warara* returned on Saturday from Taku.

The German cruiser *Gezon* left on Saturday for Canton.

THE TROUBLE IN THE WEST.
A spontaneous correspondent in Yunnan (says the N.C. Daily News), who has remained unaffected by the panic that drove many officials and missionaries over the borders of their provinces, and the missionaries are not to be blamed, as they acted under orders from their superiors—has sent us some very interesting remarks on the situation in the West of China. In the course of them he refers to the evacuation of Chingking and speaks very highly of the French Consul, M. Bous d'Anty, who did not take part in the evacuation but remained at his post, as we have heretofore recorded, with the Japanese Consul, two Englishmen, a merchant and a missionary, and an American Professor. M. Bous d'Anty, our correspondent says, is a charming man and one of the best Consuls France has in the Far East, which is the more reason why Great Britain should have a strong man at Chingking. For M. Bous d'Anty might be trusted not to lose his very legitimate opportunity to promote French interests, especially during the absence of his British colleagues. Our correspondent adds to what we have written elsewhere on this subject that the British Consul at Chingking is charged with British interests in the whole of Szechuan and Kweichow, and is also the adviser of British Consulates in Yunnan, Tongtuch (Lomien) and Szeam (Szechow). Mr. Litton, Consul at Tientsin and formerly Consul at Chingking, has gone home on sick leave, and until the troubles in North China broke out, the Szeam Consulate was also vacant. In this dilemma Lord Salisbury turned to the Customs for assistance, and the Acting Commissioner at Szeam being apparently a British subject, he was appointed Acting Consul. Mr. F. W. Lury is the gentleman in question, and the temporary appointment seems to be an eminently satisfactory one.

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The Malakoff of Gibraltar has been attached to the staff of General Girdle.

LATEST STEAMER MOVEMENTS.
The Imperial German Mail s.s. *Hamburg*, which left here on the 3rd October arrived at Genoa on Friday the 2nd inst.

The C. P. R. Co.'s steamer *Empress of China* left Yokohama on Friday, 2nd inst. for Victoria and Vancouver.

The N. P. Co.'s steamer *Queen Adelaide* arrived at Tientsin from Japan and Hongkong on the 1st inst.

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PAUL BREWITT,
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Fine Art Japanese and Chinese Curios,
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Sub-agents LIPSON, LD.,
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Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
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MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

WAI LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
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Curtains, Bridles, Human Hair, Fea-
thers, 88, Queen's Road Central.

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lowest rates.

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Enlargements, Ivory Miniatures, Oil
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Enlarging, Developing, Printing, Mod-
els, Bacter, 20a, Queen's Road East.

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opment Works, Amateurs' Requisites.

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DOCK No. 1 (at TATEGAMI).
Extreme Length... 528 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 356 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE.

THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
etc., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2537]

NOTICE OF REMOVAL.
THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY.
have this day been removed to
14, DES VAUX ROAD CENTRAL,
Entrances East Lane, recently Messrs.
Wendt & Co.'s Office, behind Messrs. Sherman
Tomes & Co.'s premises.
Hongkong 1st Nov. 1900.

[ALL RIGHTS RESERVED.]

RUGBY FOOTBALL.

BY
ARTHUR J. GOULD.

V.

GREAT PLAYERS OF THE PAST.

To cover more than a small portion of the
ground indicated by the title of this article is
obviously impossible. Not one but many col-
umns could be filled with memories and criti-
cisms of the great players of the past, and the
most that I can hope to do is to deal with some
of the more prominent exponents of the game
with whom I have come into personal contact.
Not to waste space in memorialising upon departed
greatness, let me plunge boldly and at once
into the task before me.

LEONARD STOKES.

Wherever the history of Rugby football is
known the name of Leonard Stokes is remem-
bered. He was the ideal three-quarter of the
early days. Rugby football was not then what
it is now. It demanded more of the individual,
and it gave him less. In other words, while
modern science makes chances for the present
day three-quarter, and demands of him that the
shall do his part and then give a comrade the
finishing of the work, in the old days a
three-quarter had largely to make his
own chances, and he was expected to turn
that chance to the greatest possible use
with little consideration for anything except
scoring or making ground. Thus a man learn-
ed to be more self-reliant than in the modern
game, and, as individualism was the order, it
naturally followed that very fine individual per-
formances resulted. Probably no finer individ-
ual player than Leonard Stokes ever appeared
at three-quarter. He played in the days of two
three-quarters and three, and he displayed every
quality which goes to the making of the great
player—great kicking powers, wonderful judg-
ment, resource and courage. Alike in attack
and defence he was wonderful. His immense
kicks to touch, his capacity for dropping goals,
his ability to cover the whole field of defence,
are part of the history of football. I saw him
first at Newport, when Blackheath inflicted
upon the Newport team the first defeat in the
club's history, after four seasons of invincibil-
ity; I played against him as a boy when Black-
heath played their second match at Newport;
and I think of him to this day as a man who
was in the very forefront of his generation, a
player who would have been great at what-
ever period it had been his lot to share the
struggles of Rugby football. He was the first
great three-quarter I ever saw, or played against,
but I have played with and against many since
then, and one of the greatest was W. E. Mac-
lagan, the giant Scot.

MACLAGAN, HANCOCK, LEE.

Between the period of Stokes and Maclagan
Rugby football had made an advance in science,
an advance which has continued and must con-
tinue. Maclagan I regard as having reached
the highest standard of scientific play known till
his day. In height, weight, and strength he
had an advantage over most of his contem-
poraries. He was a great kicker, and, when he
ran, his weight and strength made him most
dangerous. As for his tackling, it was of a
back-breaking order, and the man who fell into
his hands was smothered. But it was as a
general on the field that he particularly shone.
He often did what few captains have the courage
or foresight to do—he shifted his men in order
to search out the weak spots in the opposing
team or to strengthen his side against the at-
tacks of his opponents. Maclagan was an ideal
captain, and a great exponent of centre play
under the three three-quarter game. In F. B.
Hancock we have another centre three-quarter
who, less prominent as an individual, deserves
to be included in this series as the originator
of a system which revolutionised back play in
the Rugby game. Hancock was the father of
the four three-quarter system, now universally
adopted. He was a good player in all depart-
ments of the game, and represented Wales
in the great game when Wales secured her first
victory against England, but it is for the origi-
nation and development of the Welsh style of
play that he will chiefly be remembered. One
more great centre, and I will pass on to the
other positions. Leonard Stokes represents the
period of early individualism by judgment;
Maclagan was essentially the man of the three
three-quarter game; Hancock brought in the
modern game, and saw and developed its pos-
sibilities; Sam Lee, I believe, would have been
at home in each period. He played both the
three and the four three-quarter game, and he
adapted himself to both. This brilliant Irish-
man was undoubtedly a great player—for dash
and adaptability, one of the finest centres who
ever played. His quickness on the ball was
amazing, he was wonderfully smart in inter-
cepting passes, he was a fine runner, and a quick
kick, he could catch and take a pass with almost
unerring certainty. Ireland has never been
better served at three-quarter than by Lee, if
so well.

ROTHERHAM AND DON WAUCHOP.
Among the half-backs I have known, I
regard Alan Rotherham as the greatest. I
played against him, I played in the same team
with him, and it is not too much to say that I
have never known a halfback who knew the
possibilities of the game so well as he did, or
turned individual ability and combination to
such good account. He was one of Vassall's
famous Oxford team: he played for England
in most of their international matches between
1883 and 1887, and though his career in the
football field came to an end while he was still
capable of many years' service, he did sufficient
in the time that he played to make his own
name and to advance the science of the game.
For a half, he was a heavy weight, for he
was about 5 feet 10 in. in height and broad
shouldered, but he was very quick in getting
away, fairly fast, a clever dodger, and very hard
to stop. His judgment was most reliable, and
he was a player who used mind as much as

muscle. I regard him as the man who did
most to develop the passing game in English
football, and he was the first half to make
proper openings for the three-quarters. In
every respect Rotherham was a great player,
and though he had no experience under the
four three-quarter game there is no doubt in
my mind that he would have been great in the
football of to-day, had it been his lot to play
now, as he was great under the earlier style.
Another great player at half back was A. R.
Don Wauchop, the Scottish half, whose
wonderful runs have often roused crowds to
enthusiasm. It must always be remembered
that the old style gave the individual player
greater scope than the modern game. There
was one man less behind the scrimmage, there-
fore there was less defence to beat, and, in
addition, a half or a three-quarter was expected
to go on then where now he is expected to pass.
The result was that a man learned to depend
upon himself, and he certainly attempted things
(sometimes they came off, sometimes they failed)
which now he would be blamed for attempting.
When they succeeded, it went to his credit, if
he failed he was not blamed. In those days the
individual was much more important than he is
now, when he is expected to do his part and no
more. It was in the nature of things, there-
fore, that clever and dashing individuals should
come into greater prominence. It was not part
of the forwards' duty to play for their backs,
but when the ball was in the hands of a half or
three-quarter he was expected to do his utmost
to get through, and when a man tries greatly
he often performs greatly. A. R. Don Wauchop's
runs were among the finest things in foot-
ball, but it always struck me that his proper
place would have been at three-quarter.

FIVE PAIRS OF HALF-BACKS.

Under the four three-quarter game, in which
combination has been developed to the highest
degree, there have been many fine pairs of half-
backs—for under the new system combination is
so absolutely essential that it is the pair which
counts, not the individual. The most notable
instance of half-back combination which has
ever been seen was in the case of the brothers
David and Evan James, of Swansea and Wales,
who worked together with such thorough under-
standing that they often baffled the defence of
their opponents. They had made a study of
the possibilities of the game, and when it is
remembered that both were very dodgy, and
that they took and gave passes from one to the
other with lightning quickness and perfect
accuracy, it will be seen that they were likely
to be dangerous to any team whom they
opposed. Neither was a great individual
player, as Rotherham or Don Wauchop was,
though each was above the average, but as a
combined pair they reached the highest level yet
attained. Another brilliant pair were H. Percy
Phillips and F. C. Parfitt, the Newport and
Welsh halves. In this partnership the under-
standing was as perfect as that between the
brothers James, but it was Phillips who got the
chief share of the glory, since Parfitt almost
invariably worked the scrimmage, while Phillips
did the work in the open. They were men of
different types, and one was the complement of
the other. No man had a quicker eye for an
opening or was quicker to seize it than Phillips,
no man ever made better openings for his three-
quarters, while Parfitt got the ball away with
the greatest cleanness and judgment, tackled
and stopped rushes most fearlessly and success-
fully, and kicked with great judgment. Many
other half backs could be named, but I have
dealt with men who were great in the old style
and the new, and others must be ignored.

GREAT FORWARDS.

To make a selection of great forwards from
the vast number who have represented the four
countries is no easy matter. I shall not attempt
to say that either this man or that was the great-
est forward who ever played, but if I mention a
few names, and indicate the characteristics of
the men, that will be as much as is possible. E.
Temple Gordon, the English captain, was one
of those honest, untiring, scientific forwards
who seldom get the praise or the credit that
their work deserves. A good captain, a real
leader, he was just the man to keep a pick on
the ball. His younger brother, Charles Gurdon,
one of the 14-stone brigade, was a terrific
worker, a clever dribbler, and a demon tackler.
Charles Reid was probably the finest forward
Scotland ever put in the field, and he will
live in football history as the ideal of what a
forward should be—a worker in the scrimmage,
brilliant in the open, a man who could run,
dribble and tackle, who knew the game from
the forward's standpoint and from the stand-
point of every other position. Of the Irish
forwards I would mention V. C. Le Fanu,
who had great dribbling powers and the
characteristic Irish dash; and C. V. Rooke,
who played a wing forward game in inter-
national matches, hanging on the edge of the
scrimmage and taking the ball away with a close
dribble that was often irresistible. It was not
the orthodox game, but it was certainly effective
as played by a man of his pace, determination,

FACTS OF ABSORBING INTEREST
TO THOSE WHO ARE IN THE
CLUTCHES OF RHEUMATISM.

One cannot be too quickly cured of Rheuma-
tism. To get rid of those awful pains that make
life a never ending series of torture, now mild
now excruciating, to-day in bed, to-morrow hob-
bling around in crutches—to be relieved of such
a condition is always the happiest period of one's
life. Little's Oriental Balm has effected thou-
sands of wonderful cures of long standing cases
of rheumatism, cases that were supposed to be
hopeless and beyond the reach of medicine. The
cure has been so complete and permanent that
Little's Oriental Balm is undoubtedly the true
specific to cure Rheumatism.
Mr. N. Bell, Weedsport, N. Y., says:—
"For 10 years I suffered from rheumatism,
at times so severe that I could neither walk nor
lie down. I used Little's Oriental Balm, and it
completely cured me, notwithstanding that my
case was chronic and baffled the skill of the best
physicians." Sold at 1s. 1 per bottle. Agents
everywhere. Hongkong—THE VICTORIA DISPEN-
SARY, LD. 2652-6

TO LET.

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of THIRD
FLOOR, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 10th July, 1900. 1845

TO LET.

ONE LARGE ROOM, THIRD FLOOR,
QUEEN'S BUILDINGS.
"WAGENINGEN," MOUNT KELLEY,
PEAK.
13, PRAYA CENTRAL, now known as
20, DES VAUX ROAD CENTRAL. ROOMS on
2ND FLOOR.
TOP FLOOR of the GODOWN No. 24,
BLUE BUILDINGS.
A HOUSE in RIFON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 9th October, 1900. [61]

TO LET.

From the 1st December Next.

"INGLEWOOD,"

A FIVE ROOMED HOUSE, with TENNIS
COURT.

"STONY BROOK COTTAGE,"

A FOUR ROOMED HOUSE with GARDEN.

Apply to—
HUMPHREYS ESTATE AND
FINANCE, & CO., LIMITED.
Hongkong, 31st October, 1900. [2545]

TO LET.

FROM the 1st October—FOUR ROOMS
and COMPLADORE OFFICES on the
1st Floor No. 16, DES VAUX ROAD.
Apply to—
SEE WOO.
No. 69, Queen's Road Central.
Hongkong, 19th September, 1900. [2544]

TO LET.

RAVENSHILL WEST.
Apply to—
DEACON & HASTINGS.
Hongkong, 31st October, 1900. [2777]

TO LET.

"BEMFICA" No. 9, ROBINSON ROAD;
From 1st February next.
Apply to—
43, BONHAY STRAND WEST.
Hongkong, 24th October, 1900. [2723]

TO LET.

FOUR SPACIOUS GODOWNS, with
Upper Floors for Dry Goods, Nos. 3, 4,
5 and 6, facing the Sea, and situated at BEL-
CHER'S BAY on M. Lot 243.
Apply to—
PAUL JORDAN,
1, Duddell Street.
Hongkong, 30th October, 1900. [2772]

TO LET.

"THE EYRIE," PEAK; FURNISHED.
The THREE UPPER FLOORS, 3, DUD-
DELL STREET.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 12th October, 1900. [2589]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
3, Piddar's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

YOBARI AND SORACHI
COALS.

HOKKAIDO TANKO TETSUDO
KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL ANNUAL OUT-
YEN 12,000,000 PUT 800,000 TONS.

PORTS OF EXPORT—
OTARU AND MURO-SU.

THE celebrated Yubari and Sorachi Coals are
widely known as the best and most econo-
mical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Osaka, Man-
goku, Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI IIDAMACHI, TOKYO,
JAPAN.

Telegrams: "TANKO," TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [49]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [2724]

POT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2613-1]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	10th inst.	C. D. Bennett, R.N.R.	F. & O. S. N. Co.	On 10th inst. at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	10th inst.	Niah	BUTTERFIELD & SWIRE	On 10th inst.
LONDON VIA SUEZ CANAL	ATAJ	Brit. str.	10th inst.	Batt	BUTTERFIELD & SWIRE	On 10th inst.
LONDON VIA SUEZ CANAL	ANTWERP	Brit. str.	10th inst.	Jackson	BUTTERFIELD & SWIRE	On 10th inst.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	10th inst.	Gregory	BUTTERFIELD & SWIRE	On 10th inst.
BREMEN: VIA PORTS OF CALL	BAYERN	Ger. str.	10th inst.	H. Blocker	MELCHERS & CO.	On 10th inst.
MARSEILLES, &c., VIA PORTS OF CALL	SYDNEY	Frech. str.	10th inst.	Aubert	MESSAGERIES MARITIMES	On 10th inst.
MARSEILLES, &c., VIA PORTS OF CALL	HAKATA MARU	Jap. str.	10th inst.	F. L. Sommer	NIPPON YUSEN KAISHA	On 10th inst.
HAYRE & HAMBURG	SABIA	Ger. str.	10th inst.	Schlaefke	CARLOWITZ & CO.	On 10th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	10th inst.	Förck	CARLOWITZ & CO.	On 10th inst.
HAYRE & HAMBURG	AMBRIA	Ger. str.	10th inst.	A. Wagner	CARLOWITZ & CO.	On 10th inst.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	10th inst.	Jansen	CARLOWITZ & CO.	On 10th inst.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	10th inst.	Hempel	CARLOWITZ & CO.	On 10th inst.
NEW YORK VIA SUEZ CANAL	HILLOLEN	Brit. str.	10th inst.	F. Gedys	DODWELL & CO., LIMITED	On 10th inst.
NEW YORK	GLANGARBY	Brit. str.	10th inst.	O. P. Marshall, R.N.R.	McGREGOR BROS. & GOW	On 10th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMBERS OF INDIA	Brit. str.	10th inst.	W. Watt	CANADIAN PACIFIC R. CO.	On 10th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	TACOMA	Brit. str.	10th inst.	J. W. Ekstrand	DODWELL & CO., LIMITED	On 10th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	10th inst.	NIPPON YUSEN KAISHA	PACIFIC MAIL S. S. CO.	On 10th inst.
SAN FRANCISCO VIA AMOY, &c.	CITY OF RIO DE JANEIRO	Amr. str.	10th inst.	O. & O. S. S. Co.	O. & O. S. S. Co.	On 10th inst.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	10th inst.	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 10th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	10th inst.	T. Moore	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	10th inst.	Ellis	GIBB, LIVINGSTON & CO.	On 10th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	10th inst.	E. W. Haswell	NIPPON YUSEN KAISHA	On 10th inst.
KOBE & YOKOHAMA	CHINGTU	Jap. str.	10th inst.	Williams	BUTTERFIELD & SWIRE	On 10th inst.
KOBE & YOKOHAMA	GLANGARTNEY	Jap. str.	10th inst.	Warner	McGREGOR BROS. & GOW	On 10th inst.
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	10th inst.	H. Peterson	NIPPON YUSEN KAISHA	On 10th inst.
NAGASAKI, KOBE & YOKOHAMA	GLANGARTNEY	Jap. str.	10th inst.	Davies	SHAW, TOMES & CO.	On 10th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LYEEMOON	Frech. str.	10th inst.	Poydenot	MESSAGERIES MARITIMES	On 10th inst.
SHANGHAI	SHANSHI	Ger. str.	10th inst.	G. Heusermann	SIEBSEN & CO.	On 10th inst.
SHANGHAI	SOBRON	Brit. str.	10th inst.	Camaghan	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI	MAIDZU MARU	Jap. str.	10th inst.	L. M. Wibmer	P. & O. S. N. Co.	On 10th inst.
SHANGHAI	AKASHI MARU	Jap. str.	10th inst.	T. Ogata	MIYOSI BUNSEN KAISHA	On 10th inst.
FOOCHOW VIA SHANGHAI & AMOY	FUNGKIANG	Brit. str.	10th inst.	K. Suzuki	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.	10th inst.	T. Moore	BUTTERFIELD & SWIRE	On 10th inst.
MANILA VIA AMOY	PAX	Ger. str.	10th inst.	Damster	MELCHERS & CO.	On 10th inst.
SINGAPORE, PENANG & CALCUTTA	CHRELYDRA	Brit. str.	10th inst.	Davis	JARDINE, MATHESON & CO.	On 10th inst.
SINGAPORE, PENANG & BOMBAY	BISAONO	Ital. str.	10th inst.	Magazzini	CARLOWITZ & CO.	On 10th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	10th inst.	R. Nunome	NIPPON YUSEN KAISHA	On 10th inst.

SHIPPING.

ARRIVALS.
 Nov. 2, PHOENIX, German str., 7,412, P. Lüneburg, Moji 29th October, General.—CARLOWITZ & CO.
 Nov. 3, TEINAN, British str., 1,401, Anderson, Australia 6th October, General.—BUTTERFIELD & SWIRE.
 Nov. 3, VADORA, British transport, 2,565, J. R. P. Alexander, R.N.R., Taku via Chiofo and Weihaiwei 27th October.
 Nov. 3, TRYX, Norwegian steamer, 710, Dahl, Norehwang 25th October and Chiofo 28th. General.—EAST ASIATIC TRADING CO.
 Nov. 3, CAWSEMAN, British str., 1,281, John Fordy, Messer, Kobichang 25th October. General.—BRADLEY & CO.
 Nov. 3, AKASHI MARU, Japanese str., 974, R. Suzuki, Fochow 31st Oct., via Amoy 1st November and Swatow 2nd, General.—MIYOSI BUNSEN KAISHA.
 Nov. 3, ANPING MARU, Japanese str., 1,053, S. Atsumi, Anping 31st October, Amoy 1st November and Swatow 2nd, General.—MIYOSI BUNSEN KAISHA.
 Nov. 3, GENERAL LAQUEADAIRO, Chilean training ship, 2,350, Wilson, Valparaiso 8th April and Shanghai 30th October.
 Nov. 3, CLARA, German str., 675, A. Hansen, Hapshong and Hollow 2nd Nov., General.—JESSEY & CO.
 Nov. 3, HANSA, German str., 1,300, L. Schall, Antwerp 25th August, Coal.—SANDER, WIETEL & CO.
 Nov. 3, HONG WAN, British str., 2,000, A. P. Fridd, Strait Settlements 28th Oct., General.—CHINESE.
 Nov. 3, KACHIDATE MARU, Jap. str., 2,143, S. Fujiki, Moji 20th Oct., Coal.—MIYOSI BUNSEN KAISHA.
 Nov. 3, HERMES, Nov. str., 849, J. C. Jensen, Hongkong 31st October, Coal.—JARDINE, MATHESON & CO.
 Nov. 4, HINGPOON, British str., 1,353, Sleeman, Shanghai and Fochow 2nd Nov., General.—CHINESE.
 Nov. 4, SYDNEY, French str., 2,076, Aubert, Yokohama 20th Oct. and Shanghai 1st Nov., Mails and General.—MESSAGERIES MARITIMES.
 Nov. 4, SUNGKIANG, British str., 1,021, S. W. Moore, Manila 31st Oct., General.—BUTTERFIELD & SWIRE.
 Nov. 4, TOONAN, Amr. str., 1,356, Blethen, Canton 4th Nov., General.—CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 3rd NOVEMBER.
 Sierra Cordova, British ship, for Royal Road.
 Monmouthshire, British str., for Moji.
 Tamami Maru, Japanese str., for Swatow.
 Hiroshima Maru, Jap. str., for Moji.
 Dioned, British str., for Port Pirie.
 Hailan, British str., for Swatow.

DEPARTURES.

Nov. 3, FEICHING, British str., for Hapshong.
 Nov. 3, KYOTO MARU, Japanese str., for Moji.
 Nov. 3, SHANTUNG, British str., for Amoy.
 Nov. 3, BOMBAY, British str., for London.
 Nov. 3, GERFON, German cruiser, for Canton.
 Nov. 3, KWANGLEE, British str., for Canton.
 Nov. 3, FUSHUN, British str., for Shanghai.
 Nov. 3, TRYX, Norwegian str., for Canton.
 Nov. 4, KOLN, German str., for Singapore.
 Nov. 4, PHOENIX, German str., for Singapore.
 Nov. 4, TAMAMI MARU, Jap. str., for Tamsui.
 Nov. 4, HIROSHIMA MARU, Jap. str., for Moji.
 Nov. 4, HAITAN, British str., for Swatow.
 Nov. 4, DAPHNE, German str., for Vladivostok.

VESSELS IN DOCK.

ABERDEEN DOCK.—Toppalan.
 KOWLOON DOCK.—U.S.S. Monterey, Don Juan de Austria, Adamastor, Chingta, Belgian King, H.M.S. Junas, Hongkahn, St. Andrew, Hailan.
 COSMOPOLITAN DOCK.—Stanfield, Changsha.

SHIPPING REPORTS.

The British steamer *Taman*, from Australia 6th October, experienced fine weather to Manila. From Manila to port fresh N.E. gale.
 The British steamer *Sungking*, from Manila 31st October, had N.E. gale, very high sea, overcast sky. Bad weather generally.
 The Japanese steamer *Asahi Maru*, from Coast Ports 2nd Nov., had moderate to strong N.E. breeze and high following sea, fine and cloudy weather.
 The British steamer *Hong Wan*, from Strait Settlements 28th October, had fresh N.E. monsoon from Singapore to Paracels; thence to port strong N.E. gale and high sea.
 The British steamer *Hainan*, from Shanghai and Fochow 2nd November, had brisk N.E. gale with high following sea, moderating to a fresh breeze when off Breaker Point.
 The British steamer *Chenshan*, from Kongsang 25th Oct., had fair weather in Gulf of Siam to Palo Ohi, from Palo Ohi to Padaran fine and clear weather, fresh N.E. winds and moderate breeze from Padaran to Maclesfield bank, fresh head wind and sea; from thence to lat. 20.30 N., strong northerly gale veering to N.E. with high head sea; thence to port fine, clear weather, moderate monsoon and sea.

VESSELS ON THE BERTH

SHIRE LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE."

Captain Davies, will be despatched for the above ports TO-DAY, the 5th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 3rd November, 1900. [2783]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY" Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the s.s. *Armand Behic*, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd October, 1900. [2]

"GLEN" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"GLENARTNEY."

Captain Warner, will be despatched as above on TUESDAY, the 6th November.

For Freight or Passage, apply to McGREGOR BROS. & GOW, Agents.

Hongkong, 1st November, 1900. [2790]

FOR SHANGHAI.

THE Steamship

"LYEEMOON."

Captain G. Henemann, will be despatched for the above port on WEDNESDAY, the 7th inst. at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEBSEN & CO., Agents.

Hongkong, 2nd November, 1900. [2796]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on THURSDAY, the 8th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st November, 1900. [2791]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHRELYDRA."

Captain Davis, will be despatched as above on FRIDAY, the 9th inst. at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd November, 1900. [2799]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPERESS OF INDIA".....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

"EMPERESS OF JAPAN".....Comdr. H. Pylus, R.N.R. WEDNESDAY, 19th Dec., 1900

"EMPERESS OF CHINA".....Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL BATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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D. E. BROWN, General Agent, Pedder Street.

Hongkong, 25th October, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR LONDON, &c., CHUSAN.....{ Noon, 10th } See Special Advertisement.

C. D. Bennett, R.N.R. Nov.

SHANGHAI.....{ About 10th } Freight or Passage.

L. M. Wibmer, R.N.R. Nov.

PASSENGER SEASON, 1901.

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Hongkong, 5th November, 1900. [1]

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HAMBURG-AMERIKA LINIE. NORDEUTSCHER LLOYD. OBTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

* SARNIA.....{ HAYRE & HAMBURG } On 5th Freight and

Capt. Schlaefke.....{ (London with transshipment in Hamburg) } November. Passage.

SUEVIA.....{ (VIA COLOMBO) } About 22nd Freight.

Capt. Förck.....{ (London with transshipment in Hamburg) } November.

AMBRIA.....{ HAYRE & HAMBURG } About 6th Freight.

Capt. A. Wagner.....{ (London with transshipment in Hamburg) } December.

ARAGONIA.....{ HAYRE & HAMBURG } About 20th Freight.

Capt. Jansen.....{ (London with transshipment in Hamburg) } December.

WITTENBERG.....{ HAYRE & HAMBURG } About 30th Freight.

Capt. Hempel.....{ (London with transshipment in Hamburg) } December.

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HAMBURG-AMERIKA LINIE. NORDEUTSCHER LLOYD. OBTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NORTHERN PACIFIC

STEAMSHIP CO.

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FOR VICTORIA, B.C. AND TACOMA

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POLICE COURT.

Saturday, 3rd November.

BEFORE MR. HAZELAND.

THE BURGLARY AT WANCHAI.

The two Chinamen who were so smartly arrested by Sergeant Ritchie, No. 2 Police Station, Wanchai, in connection with the burglary from military premises there on the 12th ult., were brought up, and charged.

After formal evidence had been heard, the case was remanded until to-day.

BEFORE MR. HALLIFAX.

GERMAN SAILORS IN TROUBLE.

Two sailors of the *Kaiserin Augusta*, after a spell at sea, got ashore here on leave on Friday. They had a good time—that is, they got drunk—and wound up the day's enjoyment by "going for" their rickshaw coolies.

The first admitted the charge and was fined 85, with an additional 50 cents compensation for the coolie.

The second denied the assault—in fact said he knew absolutely nothing of any rickshaw coolies. He and his comrade were looking at some shop-windows preparatory to making purchases, when suddenly a crowd of coolies collected and the police arriving shortly afterwards, they were both arrested.

The explanation was original, but he had to pay out 55 just the same.

GERMAN CAVALRYMAN NEXT.

The German army was next represented. A cavalryman was charged with assaulting a Chinese unfortunate in a house in Ship Street.

He pleaded not guilty, but the evidence of the complainant scored his conviction.

His worship said the defendant had not even the excuse that he was drunk. The fine would be 815.

All the fines were paid.

A TASTE FOR BOOKS.

John Booth was charged with having stolen books to the value of \$31.50 from the firm of Brown & Company, by whom he was employed as an agent.

A representative of the firm stated that the defendant disappeared on last October, and as he did not turn up on the day following, the matter was reported to the police, who succeeded in arresting him.

Defendant, who pleaded guilty, said he had no intention of stealing the books. Through giving extensive credit on board ships, and on he had for some time past been earning nothing, and thinking of bettering himself, he applied for a situation at the dockyard, where he was told that he could start on Monday. His pay would be \$80 per month, and out of this sum he was willing to pay the complainant \$10 per month until the debt was cleared off.

This arrangement being approved, defendant was discharged.

CHARGE AGAINST A WARDEN.

Bayes, the warden who is charged with neglecting his duties on the 2nd inst., and whose case we have already reported, was brought up and formally charged.

He pleaded not guilty, and a remand was made until to-day.

THE FORTHCOMING RACES.

THE FORTHCOMING RACES IN HONGKONG were being looked forward to with exceptional interest in consequence of the arrangements which were being made to substitute wagers for Chinese ponies. Some 42 ponies were shipped at Brisbane to the order of Mr. Bell, Assistant Secretary at the Hongkong Club, in the *Titanic*. All went well until Manila was reached, but on that port being left some very rough weather was encountered, the result being that 22 of the ponies were killed. This unfortunate occurrence may have the effect of postponing the meeting somewhat. The draw for the remaining ponies took place at Kennedy's Cannery Bay Repository at 3 o'clock on Saturday afternoon.

FOOTBALL.

On Saturday afternoon, at Happy Valley the Hongkong Football Club met a team from H.M.S. *Argonaut*. There has been a very good gathering of spectators. The teams were—
H. K. F. C. ... M. McMurtrie, goal; H. W. Looker and W. H. Russell, backs; W. W. Clark, A. M. Heatie, and J. G. Smith, half-backs; J. E. Lee, E. J. O. Anderson, T. Yule, S. L. Jenkins, and W. Rutherford, forwards.

H. M. S. *Argonaut*—Robinson, goal; Morrison and Emsley, backs; Jarman, Hodge, and Rickaby, half-backs; Callaghan, Stevens, Paton, Phillips and Lindsay, forwards.

Referee—Mr. W. H. Howard.

The *Argonauts* kicked off, and Callaghan securing the ball, plotted it well inside the home team's defence. Bad judgment, however, led the *Argonauts* to a likely opening, Callaghan sending the leather too far to "starboard." Lee got the ball when it was kicked out, and it now looked as though first point was to fall to the home team. He carried it well away, dribbling well and passed to Yule. The latter was "crowded," however, and a false start to Callaghan's ball. Yule's ball—a bye, Callaghan, who appeared to be in capital form, again got on to the leather, from a foul kick from back-line and shot splendidly. Looker tried to save, but kicked into his own goal. The ball was not and secured first goal for the navy men. The ball was sent and passed to Lee. A capital exhibition of combined play between the home team's forwards was now given. Lee passed to Anderson, and sprinting well up the field, had a return pass from Anderson. A long shot gave Rutherford, on the left wing, an opening, and he headed through, thus equalising the score. Half-time was sounded shortly afterwards.

On the resumption of play, both teams appeared determined on scoring. The winning play was very consistent and it stopped two tries in rapid succession. The sailors, however, were not to be denied. Passing capital, their forwards outwitted Looker and Russell, and Phillips added a second goal to their score—a result that was secured with excellent shooting and cap throwing by the "navy" watching the game. The home eleven tried pluckily to equalise, but the sailors were the better players, and the game ended in a win for them by two goals to one.

The only regrettable feature of a very enjoyable game was the fact that Mr. Rutherford had to be carried off the field. He was accidentally kicked in the back, by Callaghan, during the first half. After a short rest he regained his place, but towards the close the pain of the hurt became so acute that he was obliged to give up, and was taken to the hospital. We trust that Mr. Rutherford's injury is not serious.

CRICKET.

LADIES' RECREATION CLUB, HONGKONG.

The H.K.C.C. won this match by 4 wickets on Saturday.

LADIES' RECREATION CLUB.

Lt. Strong, E.M.L.I., c. Tregear, b. Ainslie	31
Lt. Hill, E.W.F., c. Tregear, b. Smith	12
Lt. Higon, b. Ainslie	73
Lt. D. Anderson, b. W. Woodcock	0
Capt. Langhorne, L.W., b. Smith	5
Major Dorehill, R.A., b. Smith	0
J. F. Noble, c. Wall, b. Tregear	52
C. H. T. Hay, b. Smith	12
H. W. Bay, not out	5
Lt. Gwyther, E.W.F., b. Smith	0
Lt. Commr. Wilkin, R.N.	0
Hyes	4
Total	158

HONGKONG CRICKET CLUB.

Capt. Wall, E.M.S., b. Higon	46
F. Maitland, c. Higon, b. Strong	66
Capt. Ainslie, run out	37
Maj. Dyson, A.P.D., c. Dorehill, b. Strong	13
Lt. Lamb, E.M.L.I., c. Hay, b. Strong	22
T. Serrcombe Smith, not out	14
A. G. Ward, b. Strong	0
J. A. Woodcock, not out	3
Hyes 11, leg-byes 3	14
Total (4 wickets)	201

Bowling Analysis.

Serrcombe Smith	O.	M.	R.	W.
Woodcock	12	2	45	5
Ainslie	17.1	4	45	3
Tregear	7	0	35	1

H. K. C. C.

Langhorne	O.	M.	R.	W.
Strong	10	1	50	0
Strong	16	3	46	4
Dorehill	12	0	30	0
Higon	12	4	31	1

H.M.S. "TAMAR" v. H.M.S. "ASTREA."

Played at the Happy Valley on Saturday.

Score:—

H.M.S. "TAMAR"	O.	M.	R.	W.
Rev. Good, R.N., b. Gower	5	0	30	0
Mr. Shuttle, R.N., c. b. Gower	36	0	13	0
Mr. Mutton, R.N., c. b. Carpenter	13	0	0	0
H. Beer, c. Hall, b. Gower	0	0	0	0
C. Hill, L.W., b. Gower	11	0	0	0
Mr. Prosser, E.M.L.I., b. Barr	4	0	0	0
J. Falcouet, b. Barr	4	0	0	0
P. Woods, b. Gower	2	0	0	0
J. Harris, c. Kirwan, b. Gower	2	0	0	0
J. de la Motte, c. b. Barr	0	0	0	0
A. Houswood, not out	0	0	0	0
Extras	4	0	0	0
Total	85	0	0	0

H.M.S. "ASTREA"

Knut, c. Pollock, b. Hill	O.	M.	R.	W.
Gower, c. Harris, b. Hill	0	0	0	0
Carpenter, L.W., b. Barr	20	0	0	0
Philbrick, b. Barr, b. Shuttle	15	0	0	0
Barr, c. b. Hill	1	0	0	0
Hall, b. Beer	6	0	0	0
Gilmour, c. Hill, b. Shuttle	0	0	0	0
Kirwan, not out	5	0	0	0
Jack, b. Shuttle	5	0	0	0
Brown, b. Beer	3	0	0	0
Ray, c. Good, b. Beer	5	0	0	0
Extras	5	0	0	0
Total	69	0	0	0

Bowling Analysis.

Hill	O.	M.	R.	W.
do in Motion	1	0	6	0
Shuttle	10	2	23	2
Beer	5.3	1	15	5

The analysis of the other innings is not to hand.

HONGKONG VOLUNTEER CORPS.

"O" MACHINE GUN COMPANY.

The October shoot in connection with the "O" Machine Gun Company for the "Captain Fother" Cup took place at the Association Range, Kowloon, yesterday. Lieut. Underwood registered his first win. The following were the best scores, including the handicap points:—

	200.	400.	500.	Total.
* Lieut. Underwood	22	35	33	91
* Gun. Miller	22	27	25	89
Corpl. Gloya	22	25	23	88
Sergt. Sherwin	25	29	27	87
Gun. McCordale	29	20	28	87
Gun. Galbraith	27	24	17	86

* Winners of spoons.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day, Monday, 5th November, at 3.00 p.m. BUSINESS.

- 1.—Financial Minutes. (Nos. 56, 57 and 58).
- 2.—Amendment to Sanitary By-law.

ORDERS OF THE DAY.

- 1.—Second reading of the Bill entitled "An Ordinance to provide against smoking in certain Naval and Military premises."
- 2.—Third reading of the Bill entitled "An Ordinance to facilitate the resumption by the Governor of Crown Lands required for a public purpose."

R. F. JOHNSTON, Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

THE DEMANDS OF THE POWERS.

We have received from native official sources a copy of the demands of the Foreign Powers as presented by the Foreign Ministers to Prince Ching and Li Hung-chang on the 30th October, a translation of which we make below:—

- 1.—China to pay an indemnity of 400 million taels to be paid in instalments in the space of 60 years.
- 2.—The Viceroy and Governors of provinces to have Foreign Commissioners as their colleagues in the Government of several jurisdictions. No Manchus to be appointed in the future as Viceroys or Governors.
- 3.—Prince Tuan to be confined in perpetual imprisonment.
- 4.—China must suppress the Boxers and restore peace within three months.
- 5.—Russia occupies the provinces of Kirin (Lower), Kichin (Central), and Heilungkiang (Northern Manchuria)—to China within three months.
- 6.—Foreign officials are to be employed in the collection of Customs duties, Leikin and Salt taxes. Deducting expenses, the balance is to be used in the liquidating of China's foreign loans.
- 7.—The present Hsia-ping is to be deprived of his title and position.
- 8.—The Emperor and Empress Dowager must return to Peking within a certain limit of time.
- 9.—Two thousand troops of the various Powers to be retained inside Peking as a garrison.
- 10.—The various ports in inland waters to be thrown open to international trade.

The ten demands above quoted appear to be confirmed by the *Shenpo*, which further states that Prince Ching and Li Hung-chang have consented to the first three, but that the other nine have not yet been settled. N.C. Daily News.

THE CAPTURE OF SHAN-HAIKWAN.

The N.C. Daily News correspondent gives the following details of the capture of Shan-hai-kwan, which are fuller than any other accounts to hand:—

The *Pigmy*, carrying Sir Walter Hillier with the demand for the surrender of the Shan-hai-kwan fort, steamed away from the anchorage at Taku about eleven o'clock on the night of Saturday, the 29th of September. She arrived at Shan-hai-kwan next day about noon flying a flag of truce, and immediately landed the envoy C. H. T. Hay, b. Smith. As they approached the fort, the officer in charge met the party, addressing them in English. He professed himself ready to fall in with the demands of the Allies and expressed his pleasure that he was to hand the forts over to the English, a compliment which must not be interpreted too rigidly as indicating a preference for one foreign devil over another. When would it be convenient to make the transfer? Here came Capt. Greene's opportunity. It is to his credit that he did not allow it to pass. There is no time like the present, and it was arranged to land a party there and then. The party returned to Taku to report and secure reinforcements. The most that could be spared was eighteen men, and these were speedily landed under the command of Lieut. Briggs, and the *Pigmy* steamed away within four hours of her arrival. It was a risk; and moral courage on the part of Capt. Greene was as necessary to shoulder the responsibility of such a step, as the common vanity of courage on the part of nineteen men without any support or defence of any kind to face so many armed men, and of whom they were virtually at the mercy. At midnight the evacuation was complete save for stragglers, and each fort was in the possession of a garrison numbering literally not more than the proverbial two men and a boy. Mr. Briggs occupied the railway station with five or six men. Marines' coats, oiled out with locally obtained cloth, were turned into Union Jacks with the aid of the Chinese, so that the flag was flying wherever necessary before many hours had passed.

The *Pigmy* made record time for this commission. She had come up cleared for action, and reported to Admiral Seymour about six o'clock in the morning. The *Taku* [?] had followed her to Shan-hai-kwan but as she was probably hidden from observation by some headland, had returned, reporting no sign of the *Pigmy* and the Chinese flag still floating over the forts.

At eight o'clock, the *Pigmy*, a miniature ironclad of 800 tons, was on her way back to Shan-hai-kwan, with fifty *Centurion* seamen aboard. No time was lost in any direction. The reinforcement with its supplies literally tumbled on board. Indeed they drew *Pigmy's* ammunition on board. She arrived after dark and those on board were surprised to see search lights playing on boats landing men below the forts. With all expedition the *Pigmy* landed her contingent for the relief of Lieut. Briggs and the last eighteen. This they succeeded in doing almost, if not quite, as soon as the Russians, whose of course the boats were. Meantime a Russian Naval Brigade had arrived by train to find the place already occupied by Britishers. Many claims for a share in the spoil were of course put in by the Allies, followed by the allotment of one fort to each Power and the division of the large fort among them all, and alphabetic order in the occupation too, when it was discovered that G follows F and Great Britain must give way to France.

THE RUSSIANS IN MANCHURIA.

On the 28th September, the *Times* Correspondent writes from St. Petersburg:—

A telegram has just been received at the Russian General Staff reporting that on September 24 General Ruzhicki entered Kirin with two squadrons of Cossacks without meeting any resistance, proclaimed the town occupied, and established his headquarters in the palace of the Chinese Duan. This news was brought out of Kirin by Cornet Vassiloff, who had been sent by General Aigustoff to the Duan Duan with a packet containing papers from Prince Ching, the peace commissioner and plenipotentiary at Peking. By order of General Ruzhicki, Cornet Vassiloff, with an escort, dismantled the forts, collected boats for crossing the Sungari, and sent out Chinese with provisions to meet a detachment under General Krishanowsky.

This telegram shows that Kirin was surrendered without a shot being fired in consequence of peremptory orders from Prince Ching, with whom, together with Li Hung-chang, the Russians have already opened negotiations to some effect. It is the first instance of the kind throughout the Russian campaign in Manchuria. If similar orders from Peking prohibit all further resistance at Mukden the only other place of importance now left to be occupied, the Russians will have nothing more to do than to make a triumphant march and entry into the Manchurian capital.

Kirin, the chief city of the province of the same name, is a large, important, and rich town on the river Sungari, surrounded on three sides by a stone wall and containing about 250,000 inhabitants. It has small arms and powder factories, shipbuilding yards, a Russian church, and a Russian school.

The Russian Admiralty has issued orders for the new ironclad *Sebastopol* and *Poltava* and five large torpedo vessels built in Germany to leave Kronstadt on October 29 to reinforce the Russian squadrons in the Pacific.

The Russian War Minister has ordered the artillery division at Saratoff which was being organized for China to be demobilized, and the officers and men assembled there to complete its full war strength to be sent back to their regiments as no further reinforcements for the Far East are required.

To-day's *Norve* *Vremya* accuses Admiral Seymour of being responsible for the departure of Chinese war vessels from Shanghai, which it thinks likely to add the necessity of operations at sea to the troubles with China on land.

MCKINLEY THE HONEST BROKER.

The Washington correspondent of the *Chronicle*, writing of the policy of the United States in China, says:—

The Administration believes that the action of the Chinese Government in degrading Prince Tuan enables them to escape from a position which was fast becoming untenable. President McKinley has feared the effect on public opinion of placing American troops under the command of a German general, but the latest Chinese edict affords him an easy means of avoiding the dilemma. Only the Legion guard of not more than 15,000 men will be maintained in Peking, and this will not be under the orders of Count von Waldersee.

Mr. McKinley's policy is to impress upon China that he is the friend, and at the same time maintain cordial relations with the Western Powers, so that in case of partition or prolonged diplomatic contest America can act as mediator. In other words he is playing the role of the honest broker, expecting to receive the broker's usual commission.

DE. MORRISON AND WU TING-FANG.

The New York Sun under the heading of "The Libel on the Chinese Minister" says:—

"It is proper to say, and we are glad to say, that the slow attention which the American people have given to the performances of Mr. Wu Ting-fang during the past summer months has strengthened, not weakened, their confidence in his honorable character and diplomatic good faith. Mr. Wu has been under attack as fierce a light as ever beat upon a Chinese statesman. There have been times when appearances were against him; but from every new trial his personal sincerity and personal trustworthiness have emerged unimpaired."

The charges of the Peking correspondent of the *London Times* are ridiculous, at least so far as they concern the Chinese Minister at Washington. Dr. Morrison, half way around the earth, does not know one-thousandth part of the story of Mr. Wu's friendly and constant solicitude for the safety of the legations in Peking, of his efforts to get authentic information for the benefit of our State Department, and of his unfeigned eagerness for the advance of the rescue column and all that at the very time, when, according to Dr. Morrison, he was concocting chimerical lies and forged edicts to prevent delay that same advance!

Even when circumstances cast serious doubt upon the authenticity of the first despatch from Mr. Conger, Mr. Wu himself was not necessarily under suspicion of incorrect behaviour. Most of those who refused to accept the message itself, without further evidence that Conger wrote it on the date alleged, believed at any rate that Mr. Wu believed in it. It was not to blame for the carelessness which omitted to shape the test telegraph and be conclusive. Would prudence itself at that blunder, but the fault was not Mr. Wu's. And when subsequent events demonstrated not only the clearness of the channel through which the message came, but also the genuineness of the message itself, Mr. Wu's triumph over the sceptics was complete and legitimate.

"The Hon. Wu Ting-fang is by no means an uneducated person. Uneducated persons rarely ascend to eminence in the professions which he adorns. But he commends himself originally to discerning Americans by his sense of humor and his amiable manners; and during the important crisis wherein he has played so conspicuous a part he has gained and not lost in the public esteem. How well he has served his own country by winning and deserving by straightforward conduct the confidence of the Administration at Washington, will probably never be known to some two or three hundred millions of Chinamen in Asia."

Finally the Sun congratulates the Chinese Minister on "the utility of the remarks of his distant mailer." Dr. Morrison's remarks are not to be lightly dismissed as false and the Sun should be well aware of this. We may note that the same paper also publishes the following statement of an official in the U. S. State Department:—"Minister Wu is held in high esteem by officials of this Government for the way he has conducted himself during the trying times of the last summer. Had it not been for their confidence in Mr. Wu's honesty and sincerity it is probably that the Allied forces would not have marched to Peking and saved the foreigners there. It was Minister Wu who gave us hope that our people were alive and that he saved and caused this Government to urge prompt action by the Powers in pushing forward to Peking. Mr. Wu was able to get the latest message from Peking from Minister Conger showing that the foreigners there had not been massacred, and while all the world refused to believe this, it was taken for granted that it was true by officials here, because of their confidence in Minister Wu. This fact did more to hurry relief to Peking than anything else. No one can throw discredit upon Minister Wu and injure him here in Washington, and I believe that the American people appreciate the sterling qualities of the Minister of China and will back him up against any attack."

When the history of this Chinese trouble is written Wu Ting-fang will be one of the most prominent characters in it and will be given the credit he deserves.

A CHINAMAN ON MISSIONARY TROUBLES.

In the *Asiatic Quarterly Review* Mr. Taw Sein Ko, in an article on "Missionary Troubles in China," starts by saying that some writers are apt to class opinion and missionaries together as two causes of political complications. There have been two wars over opinion, and there is no limit to the troubles in connection with missionaries and their converts. Nevertheless, they acknowledge the great good done by missionaries in spreading knowledge and in medical relief, but they object strongly to any interference with their village organization and the administration of justice. Then comes the extraordinary statement that "although in theory the Chinese Government is a despotic monarchy, in practice it is more democratic than the Republican Government of France or the United States of America. Taxation is very light; there is no standing army; there are very few officials; and the people are allowed to govern themselves much in their own way. All this scarcely makes a democracy. Any way of putting the same thing would be to say that the Central Government does not do its plain duty, and the people have in consequence been compelled to evolve some sort of local administration for themselves. The authorities do their interest with this because it is not their duty to do so. It is a clever and easy way of getting some sort of administration carried on, while the money which should go in administering the country is squandered in other ways, in a genuine democracy the people have some voice in the control of national affairs, but what voice have the Chinese people in anything concerning the Empire at large?"

To return, however, to the disturbing element introduced by the missionaries Mr. Taw Sein Ko says:—"The last straw that breaks the camel's back is that the authority of the chief of the clan is set at naught, and upon the advice of missionaries no contributions are paid by native converts towards festivals, processions, etc., without which life in the villages would be a dreary monotony. Thus the pockets of the missionaries are touched in that the burden of the annual expenses falls upon them more heavily *pro rata*. To add insult to injury, churches and schools and mission houses are built overlooking the residences of the local officials and gentry, and this nonconformity to their ideas of cleanliness and of *fung shing* (good luck) in Chinese minds. There is some truth in all this, do doubt, but the world is growing out of the old order of things, in which everyone had to belong to the national religion and contribute to its cost. Possibly the transition in China is too violent, but if the Central Government did its duty, instead of leaving everything to such local administration, this transition would not have been so violent. In European countries the State Church continued to be supported, in part at least, by State funds long after nonconformists had gained complete liberty of conscience. The objection of Christian converts in China to contribute directly to ceremonies which they regard as idolatrous is natural enough; but they would scarcely object to pay taxes, even though they knew that a portion of these taxes would go in providing for such ceremonies."

In another part of his article Mr. Taw Sein Ko says:—"It must be remembered that the facilities of communication in China are very poor, and that the existing machinery for the protection of life and property is flagrantly inefficient; and, under the circumstances, it is hardly consonant with reason or sound logic to hold a Government responsible for the occurrence of events against which it is quite powerless to provide proper safeguards." The answer to this is that if the Government of China is incapable of doing its duty, it must go to the wall. The want of communications is the fault of the Chinese Government; so is the inefficient administration; and neither the Government nor private individuals can escape the natural penalties of flagrant incompetence. Mr. Taw Sein Ko, however, is hopeful of reform under judicious schooling, though he does not touch on the difficulty of giving such schooling when the schoolmasters are too numerous and are intensely jealous and suspicious of each other. He merely says: "Out of evil comes good. Advantage may be taken of the military situation to insist on the introduction of salutary reforms. China, after the Boxer rebellion, will be like Egypt after the rebellion by Arabi Pasha. The Central Government will bow to the inevitable destiny and become responsive to outside pressure and disinterested counsel, and the bulk of the people will welcome and cheerfully acquiesce in the introduction of any measures that are intended for their health, wealth, prosperity, and their continued existence as an independent nation with an unimpaired long line of traditions of hoary antiquity."—*Rangoon Gazette*.

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DIARY OF THE CRISIS.

- May 21.—Joint Note from the Ambassadors at Peking calling the attention of the Chinese Government to the Boxer troubles.
- May 27.—Boxers burnt station on the Lu-Hankai line.
- May 28.—Boxers burn stations between Peking and Pootung. Belgian engineers and other refugees start from Pootung to cut their way to Tientsin. Fengtai station and works burnt. Railway communication with Peking interrupted.
- May 29.—Communication with Peking restored.
- May 30.—Guards for Peking Legations commence arriving at Tientsin.
- May 31.—British, American, French, Russian, Italian, and Japanese guards go by rail to Peking from Tientsin.
- June 1.—Supposed incendiaries at Tientsin.
- June 2.—Murder of Rev. Norman and Robinson. Pootung refugees reach Tientsin.
- June 5.—Railway intercourse between Peking and Tientsin finally destroyed.
- June 7.—Large allied force lands at Taku. Decree sympathetic to Boxers in *Peking Gazette*.
- June 9.—Detailed message from Sir C. MacDonald to Consul Warren at Shanghai.
- June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Peking from coast ceases.
- June 11.—Murder of Japanese Chancellor at Peking.
- June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Yunnanfu.
- June 14.—Fighting outside Austrian Legation at Peking. All telegraphic communication ceases. Admiral Seymour cut off.
- June 15.—*Hsinan* leaves Hongkong with 600 men from Hongkong Regiment and Asiatic Artillery. Chaps in Tientsin native city burnt, and city in Boxers' hands.
- June 16.—Allied naval commanders demand the surrender of the Taku Forts. *Terrible* takes 300 Welsh Fusiliers and Engineers from Hongkong.
- June 17.—Taku Forts open fire and are captured by allied warships. Chinese bombardment of Tientsin begins.
- June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to retreat.
- June 21.—*Terrible* reaches Tongku. First Legation (Austrian) at Peking captured by Kanau troops.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNA,"
Captain Poydenot, will be despatched for the above ports on or about SUNDAY, the 4th November.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 30th October, 1900. [2]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.

For Freight or Passage, apply to
THE MITSUBISHI KAISHA,
Agents.
Hongkong, 25th October, 1900. [2524]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at DAYLIGHT.

CITY OF PERING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON THURSDAY, the 8th November, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of this Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 15th October, 1900. [3]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBINATO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEY, SUVA, PORT SAID, MASSARA, NAPLES, LONDON, and other ports, also VIENTIANE, THAI, and other ports.

For further information as to Freight or Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st October, 1900. [7]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"CHANGSHA,"

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1900. [2536]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEY, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN,"

Captain C. D. Bonnett, S.R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 10th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 29th October, 1900. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th October, 1900. [2739]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHEFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA KOBE, YOKOHAMA, AND HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1900. [14]

FOR NEW YORK VIA BUZZ CANAL.

THE Steamship

"HILGLEN,"

will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 25th October, 1900. [2410]

VESSELS ON THE BERTH.

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPPIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

GABRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPPIO" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at this Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 24th October, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of this Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 1st November, 1900. [5]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on SATURDAY, the 10th November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1900. [2735]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY,"

Captain F. Gedy, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Agents.

Hongkong, 26th October, 1900. [2746]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

HONGKONG, STEAMERS.

Alashi Maru, Jap. str., 974, Suzuki, Nov. 3.

M. B. Kaisha

Amica, German str., 771, Bondisen, Nov. 1.

Johsen & Co.

Amping Maru, Jap. str., 1,058, Atsumi, Nov. 3.

Mitsui Bussan Kaisha

Belgian King, British str., 1,459, Weiss, Oct. 20.

Butterfield & Swire

Cathay, Russian steamer, 3,571, Jensen, Nov. 2.

Melchers & Co.

Changsha, British str., 1,463, Moore, Oct. 22.

Chelyra, British str., 1,574, Davies, Nov. 2.

Jardine, Matheson & Co.

Chingpin, British str., 2,360, Williams, Oct. 17.

Butterfield & Swire

Chowin, German str., 1,115, Morris, Oct. 30.

Butterfield & Swire

Chungang, British str., 1,418, Muir, Nov. 1.

Jardine, Matheson & Co.

Chunshan, British str., 1,282, Messer, Nov. 3.

Bradley & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Nov. 2.

M. S. S. Co.

Clara, German steamer, 975, Hansen, Nov. 3.

Changsha, British str., 3,005, Goodwin, Oct. 20.

Butterfield & Swire

Empress of India, British str., 3,008, Marshall, Oct. 30.

C. P. R. Co.

Glamorgan, British str., 2,828, Davies, Oct. 30.

Shewan, Tomes & Co.

Hallam, French steamer, 377, Marles, Oct. 31.

A. R. Marty

Hansa, German steamer, 1,300, Schall, Nov. 3.

Sander, Wiedor & Co.

Hermes, Norwegian str., 840, Jensen, Nov. 4.

Jardine, Matheson & Co.

Hong Maru, British str., 3,060, Fripp, Nov. 3.

Chinese

Hsinan, British str., 1,358, Sleeman, Nov. 4.

Chinese

Kachidate Maru, Jap. str., 2,143, Fujiki, Nov. 3.

M. B. Kaisha

Loongang, British str., 1,980, Weigall, Oct. 27.

Jardine, Matheson & Co.

Menelaus, British str., 3,006, Towell, Oct. 30.

Butterfield & Swire

Milos, German str., 1,500, Hermann, Oct. 30.

East Asiatic Trading Co.

Monmouthshire, Brit. str., 1,871, Kennedy, Oct. 16.

VISITORS AT HOTELS

Mrs. J. L. Auker
Mr. Arthur
Mr. & Mrs. Ashworth
Capt. and Mrs. Hancock
Mr. W. S. Bailey
Mrs. James S. Barber
Mrs. & Mrs. O. M. D. Bell
Mr. H. A. Holden
Mr. F. G. A. Heringer
Dr. A. Bevan
Mr. Black
Mr. E. Bonner
Mr. F. Bonnet
Capt. J. B. Brogden
Capt. & Mrs. Bruce
Mrs. P. Buckhory
Mr. Hart Buck
Mr. C. M. G. Burzio
Mr. D. H. Cameron
Miss Cartwright
Mrs. C. A. Caruthers
Dr. & Mrs. Wallace
Mrs. O. C. C. Claessen
Mr. C. W. Clifton
Mr. S. S. Colson
Capt. J. B. Conghly
Mr. & Mrs. H. S. Conley
Mr. C. Craue
Mrs. Cox and family
Mr. F. C. Dancoene
Mr. & Mrs. M. Daumont
Mrs. & Mrs. Deconat
Drew
Mr. C. E. Dadla
Mr. J. K. Uddis
Mr. J. Dongins
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Mr. H. H. Hough
Mr. & Mrs. J. D. Howkins
Mr. P. Hobben
Mr. Thos. Howard
Mr. & Mrs. Luncheon
and family
Mrs. J. B. Jackson and
child
Mr. & Mrs. E. S. Joseph

PEARL HOTEL.
Capt. Bewley
Mr. J. W. C. Bonnar
Mr. H. H. B. Brayne
Colonel F. Brown
Mr. A. F. Comrie
Dr. Corcoran
Col. Collett
Colonel Crookenden
Mr. G. H. Dann
Mr. A. Drion
Mr. J. S. Ezekiel
Colonel A. S. Fraser
Mr. and Mrs. J. Kennedy
Gibson and child
Colonel Hub. G. Gervans
Mr. D. C. Graham
Major W. Waudby Gifford
Mr. H. A.
Dr. G. M. Harrison
Mr. J. Hays
Lieut.-Col. Hughes
Mr. J. E. Lee

CHAMBERBURN HOTEL.
Mr. James Anderson
Mr. Andrew
Mr. Wallace Clark
Mr. J. W. Crouch
Mr. A. Sharp Deane
Lieut.-Col. H. Hamilton
Mrs. Hamilton
Mr. & Mrs. W. N. Lovatt

WAXLEY HOTEL.
Mr. Anderson
Mr. A. Bryson
Mrs. T. H. Christie and
child
Mr. W. K. Davidson
Mr. F. E. Figueroa
Mrs. H. C. D. Fraumpton
Mrs. Greig and child

CONNAUGHT HOUSE.
Mrs. Bestwick
Mr. J. Brownhill
Mr. J. V. Brunohollerie
Mr. H. A. Burke
Mr. P. Cajjal
Mr. & Mrs. W. Dunbar
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